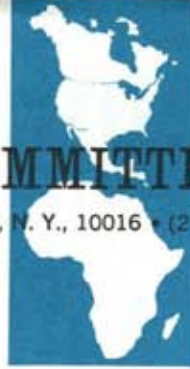


AMERICAN COMMITTEE ON AFRICA

164 Madison Avenue • New York, N. Y., 10016 • (212) 532-3700 • Cable AMCOMMAF



March, 1969

Dear Friend:

Budgets, at first sight, seem a dull row of figures that don't encourage reading.

This year we've tried to give life to ours by explaining, in the enclosure, in more detail than usual how your contributions are put to work, and how great the needs are which we can answer only in part.

Another thing that might help is to attempt to give you a staff's eye view of the budget. Seen this way, it rather resembles a serial mystery (not soap opera, because it's serious, but certainly a new installment every morning). Will the Research Bureau, long awaited, really start functioning this month? Will it afford office space of its own or shall we squeeze in a desk in our present office (next to whom? and borrowing whose typewriter?). Will work pile up while staff members take on one of the new campaigns such as South African Airways, or will field work be far enough ahead so that community groups (with field workers!) will be doing it themselves? Can we pay for a pamphlet or should we settle for a fact sheet? Must we choose between equally urgent appeals for help or can we answer all? The answers to these and a dozen similar questions come in the morning mail.

We hope that you have been thinking about the Annual Report of ACOA which you received from us recently. Unless we can mobilize public opinion better - which means, first, better educational and publicity work - we foresee a strengthening of relationships between the United States and southern Africa's white minority regimes (South Africa, Portugal, Rhodesia), instead of the disengagement we are working for. The struggle for freedom will continue, despite sacrifice and suffering, but with hindrance instead of help from the United States.

We know that you support our work because you care deeply about freedom. We have prepared a budget which calls for expansion of our program because we count on you. Please let us hear from you as soon as you can; your contribution is needed, and appreciated.

Yours sincerely,

George M. Houser
Executive Director

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South African Airways

By SIMON ANEKWE

We deviate from the planned order for consideration of African problem areas or issues confronting the Nixon Administration, to spotlight the grant of a "foreign air carrier permit" by President Johnson to South African Airways which plans to begin flights from Johannesburg to New York, Feb. 23.

This column would like to reinforce the plea sent to President Nixon to reconsider the decision granting the permit. The request was made by George M.



ANEKWE

Houser, executive director of the American Committee on Africa.

Grant of the carrier permit, Mr. Houser informed the President: "was done on the recommendation of the Civil Aeronautics Board. The general public found out about this only after it had been completed."

Mr. Hauser reminded President Nixon: "On January 24th you asked the Civil Aeronautics Board to submit to you again for a new decision the case of several airlines whose application for trans-Pacific routes had been approved by President Johnson."

Reopening of the S.A.A. case, Houser said, was in the public interest. And for reasons not technical but "founded on the fundamental principle of all American civil rights legislation."

As "an instrument of government under the administration of the Minister of Transport," Houser stated, the S.A. Airways "must work within the confines

of the system of apartheid which prevails in all institutions under the direct control of the South African Government."

"It is patently clear from the very extensive advertising being done by the South African Airways in American journals and newspapers that the main purpose of the new route into Kennedy International Airport is to entice ever large numbers of American tourists to visit South Africa," Houser continued.

Since those tourists would "see only the friendly and government-sanctioned side of South African life, they will become friendly propagandists for her policies on their return home." In fact the "advertising is really aimed at white Americans only," Houser stated.

This columnist adds that there was racial discrimination in the selection of the ad media because, to my knowledge, no Black American-owned magazine, newspaper or radio station was used in the campaign.

Moreover, there is something fishy about the way the C.A.B. proceeded with the matter, contrary to Section 402 (d) of the Federal Aviation Act which prescribes public hearing in such a matter.

In sum, Black Americans have been discriminated against financially by South Africa; they are not wanted as tourists there lest equal treatment by white tourists upset its racism; and U.S. whites are being lured over to help buttress the apartheid system. We believe President Nixon wants to play fair and that he will, after he knows about this.

Letters to the Editor of The Times

South African Airline

To the Editor:

The Times reported on Jan. 24 that President Nixon had reopened decisions on expanded Pacific routes for several airlines. We urge him also to reconsider without delay the permit given to South African Airways last Nov. 7 to operate a route to the United States.

The recommendation of the Civil Aeronautics Board to President Johnson was that it was "in the public interest" to allow South African Airways to begin direct operations here. This is clearly not the case. South African Airways is part of the South African Government, administered by the Minister of Transport. Therefore it must accept and implement the apartheid policies of that Government which the U.S. and most of the world have condemned.

Extensive advertising has been undertaken by South African Airways in recent weeks, inviting tourists to take advantage of the most direct route to South Africa. The reader is not told that this is a racist vacation. The appeal is for white visitors only, and a ploy by South Africa for wider international acceptance of apartheid.

Tourist material shows only white families on beaches or in parks, in nightclubs or on golf courses, for only whites are

allowed to enjoy these recreational facilities. They can be advertised as "uncrowded" because 80 per cent of the people are not allowed there.

Since South Africa is a police state, visitors will not see or hear "the other side" when they get there. Transit camps and relocation areas are hidden in barren country far from the main centers. All non-white areas are off limits without an official permit.

Given the nature of the troubled state of race relations in the U.S., and the nature of our civil rights legislation, it cannot by any stretch of the imagination be called "in the public interest" to allow South African Airways to fly into Kennedy International Airport.

When the C.A.B. held hearings on the South African Airways case, they specifically waived issuance of notice of these hearings. Therefore, the hearings should be reopened with due public notice of this, so that those who wish to oppose this concession to racism may be heard.

President Nixon should specifically insist on this in reconsidering the permit to South African Airways.

GEORGE M. HOUSER
Executive Director

American Committee on Africa
New York, Jan. 31, 1969

THE NATIONALIST Feb. 8, 1969

U. S. GRANT ENCOURAGES APARTHEID

UNITED NATIONS, Friday.

THE American Committee on Africa has accused the United States government of encouraging South African apartheid policies by granting a route to South Africa's national airline between New York and Johannesburg in an alleged violation of a UN resolution.

South African Airways (S.A.A.) are scheduled to operate a weekly service between New York and Johannesburg via Rio de Janeiro from February 20 at a fare of £326 return for a twenty one-day excursion.

The executive director of the committee, Mr. George N. Houser said in a letter to the U.N. Special Committee on Apartheid yesterday that his organization "was very much concerned regarding the fact that this permission has been given through the recommendation of the Civil Aeronautics Board in Washington and was duly approved by President Johnson before his term of office ended."

The U.N. Committee on Apartheid recently decided to investigate circumstances of the granting of the new route to S.A.A.